

TIP - Project Descriptions

DOWNTOWN URBAN CENTER

- B43 Cleveland Street East
Enhance pedestrian facilities to complete buildout of Cleveland Street for two-way operation.
- B47 159th Pl NE Sidewalk
Construct sidewalk on 159th Place from Leary Way to Bear Creek Parkway
- C53 Redmond Way and Cleveland Street Couplet Conversion
Convert Redmond Way from 160th Ave NE to Avondale Way to one through lane in each direction and center turn lane. Convert Cleveland Street to one through lane in each direction. A realignment of the streets at eastern and western ends will improve traffic flow and include gateway treatments. Pedestrian improvements will be constructed on Redmond Way. A BAT lane will be completed from the Bear Creek Bridge near SR 520 to 168th Ave with a queue jump at Avondale Way.
- P20 NE 90th St Bridge Deck Preventative Maintenance
Bridge deck preventative maintenance study. Construct per study (anticipating overlay).
- P23 Cleveland Street Sidewalk Rehabilitation
Repair damaged sidewalk on Cleveland Street between 164th Ave NE and 168th Ave NE.

OVERLAKE URBAN CENTER

- B37 SR 520 Trail Grade Separation at NE 40th St
Grade separate SR 520 Trail at NE 40th St to improve bicycle and pedestrian access along the 520 Trail, reduce conflicts between vehicles and nonmotorized users and improve vehicle operations at the intersection.
- B40 Overlake Village Bicycle-Pedestrian Bridge
Design and construct a new bicycle and pedestrian bridge over SR 520 locating the southern landing at the East Link Light Rail Overlake Village Station and Overlake Regional Growth Center with the north landing in the vicinity of the SR 520 Trail and NE 31st Street.
- B41 Overlake Transit Center Pedestrian & Bicycle Bridge
Design and construct a new pedestrian and bike connection over SR 520 between the Overlake Transit Center and west side of SR 520 and 520 Trail (in the vicinity of the NE 38th Street alignment) and the SR 520 Trail, integrating with the future light rail station.
- C45 156th Ave NE and Bel-Red Southbound Right Turn Lane
Construct a southbound right-turn lane. Construction planned to begin after the construction of at least 1,400,000 net new gross square feet on the Main campus, or sooner at Microsoft's option. Improvements could also be triggered by the Group Health development.
- C46 148th Ave NE and NE 51st Street Westbound Right-Turn Lane
Add a second right-turn lane from westbound NE 51st Street to northbound 148th Avenue NE.
- C47 NE 31st St Improvements
Improve NE 31st Street between 152nd Ave NE and 156th Ave NE, including the addition of green bicycle lanes. Construction additional westbound left-turn lane at the intersection with 156th Ave NE.
- C48 West Lake Sammamish Parkway Widening & Roundabout Phase 3 (Part 1)
Project includes removing exiting traffic signal at Bel-Red Road and West Lake Sammamish intersection. Install 2-lane roundabout at Bel-Red Road and West Lake Sammamish intersection and improve pedestrian facilities. Extend Sammamish River Trail from existing terminus at NE 51st Street down to the intersection of Bel-Red Road and West Lake Sammamish Parkway.
- C56 Overlake Access Ramp
Construct eastbound access ramp from SR 520 to roundabout terminus at 150th Ave NE. Ramp would diverge from eastbound 148th Ave NE off-ramp, be grade-separated from 148th Ave NE and connect with City streets at 150th Ave NE. The ramp would include 1 general purpose lane, and auxiliary lanes and HOV/Transit treatments as applicable.

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OVERLAKE URBAN CENTER

- C57 152nd Avenue NE Improvements
152nd Ave NE will include one through lane in each direction, turn lanes, cycle tracks, on-street parking, sidewalks and additional pedestrian amenities, per the Overlake Village Street Design Guidelines. Developers will complete the improvements as required through frontage improvements and development agreements. The Group Health Development Agreement requires completion of improvements on 152nd Ave NE along Group Health's frontage.
- C59 NE 40th Street Rechannelization
Between SR 520 to 156th Avenue NE and 163rd Avenue NE and Bel-Red Road, resize vehicular lane width to 10 feet and add a 5 foot bike lane in the westbound direction. Improvements include sidewalks in both directions, a 5 foot bike lane in the westbound direction, one 10 foot vehicular lane in both directions, an 11 foot turn lane, streetscape, stormwater treatments, street lights, and utilities.
- C60 NE 40th Street Reconstruction
Add bike lanes on both sides. Improvements include two vehicular lanes in each direction, one turn lane, bike lanes and sidewalks on both sides, streetscape including gateway wayfinding and art elements, stormwater treatment, utilities, street lights, right-of-way and easement acquisition.
- C61 27th Street and 28th Street New Connection
Construct a new east west street between 152nd Avenue NE and 156th Avenue NE with a three lane public roadway (narrowing to two lanes adjacent to the future park) with parking and bike lanes along both sides of the street, and intersection improvements at 152nd Ave NE and 156th Ave NE. The 156th intersection improvements will include frontage improvements on the west side of 156th from about 300 feet north of the intersection to about 700 feet south of the intersection.
- C62 Overlake Access Ramp Local Connection
Construct local street connections from the roundabout terminus of the Overlake Access Ramp to 152nd Avenue via the proposed 26th Street alignment and the proposed 28th Street alignment.
- L8 148th Avenue NE Corridor Master Plan
In a partnership with the City of Bellevue develop a corridor master plan for 148th Ave NE. The corridor master plan will complete a preliminary design for the corridor, which will add vehicle capacity to accommodate anticipated future growth in the corridor. The corridor master plan would include sidewalk and landscaping improvements; low impact development techniques, including ways to accommodate stormwater; and take into consideration existing and planned land uses along the corridor. It would also be developed in coordination with Sound Transit's future light rail alignment.
- L13 Overlake Village Street Design Guidelines - South of 24th
Develop street design guidelines for Overlake Village south of NE 24th St.
- P18 148th Avenue NE Rehabilitation
Reconstruct portions of and provide overlay of 148th Avenue from SR 520 to Redmond Way . Make drainage improvements where needed. Examine roadway channelization for improved efficiencies.
- P21 NE 51st St Preservation, 148th Ave NE to 156th Ave NE
Conduct pavement analysis; construct pavement overlay, spot repairs, and other related work per pavement analysis report.
- S47 NE 51st Street at 150th Avenue NE Traffic Signal
Add north leg (on private property) to intersection of 150th Avenue NE and NE 51st Street and signalize this intersection. North leg improvements include two southbound left-turn lanes, one through lane in each direction, bike lanes, sidewalks, transit amenities, street lights, utilities, and stormwater drainage. Relocate eastbound transit stop to far side of new intersection.

PLANNING AND PROGRAMS

TIP - Project Descriptions

PLANNING AND PROGRAMS

- B1 Bicycle Program
This program improves and completes the City's network of bicycle facilities according to the Transportation Master Plan to create a more comfortable bicycling environment that attracts more cyclists of all skill levels. This is accomplished by providing new and improving existing bicycle connections, improving transit access by bike, addressing bicycle safety issues, providing cyclist education and encouragement, and providing bicycle parking and wayfinding.
- B2 Pedestrian Program
This program helps create a quality walking environment which will encourage more people to get out walking. This is accomplished by completing missing links in the pedestrian system in accordance with the TMP to provide new pedestrian connections in and between neighborhoods, improve transit access, improve pedestrian safety and enhance an energy efficient transportation alternative to driving.
- L9 Sound Transit East Link
Sound Transit is rapidly designing East Link light rail into Overlake and then into Downtown. This effort requires substantial City attention to Sound Transit's design to achieve a light rail system that is consistent with Redmond's interests. Consultants and City staff will focus on: station access (e.g. pedestrian and bike facilities, additional street and access connections, and transit), station design, transit oriented development feasibility, how the system will fit with future development, and efforts to extend light rail to Downtown Redmond.
- L12 Transportation Master Plan Update
Completes periodic major update to the Transportation Master Plan. Work requires consultant assistance to update TMP, traffic forecast modeling, travel diary survey, cost estimation updates, and revision to impact fees.
- M1 TDM - Transportation Demand Management (R-Trip)
The Redmond Trip Resource and Incentive Program (R-TRIP) provides grant funding and staff assistance to Redmond businesses to implement or enhance employee commute trip reduction programs. Direct to commuter incentives, small business assistance, employee recognition, residential programs, and new TDM initiatives are included.
- M6 Parking Management Program
The Parking Management Program implements various parking management and monitoring programs and forms parking partnerships to better manage parking supply. Downtown and Overlake are the emphasis areas.
- M7 Transportation Management Programs
Provide annual program review and notifications, and negotiate updates to development required TMP's when initiated by building owner.
- M13 Citywide Commute Trip Reduction (CTR) Program
Administers and implements the citywide commute trip reduction (CTR) program (state mandate).
- M14 Growth and Transportation Efficiency Center (GTEC) Implementation
Implements Growth and Transportation Efficiency Center (G-TEC) program as an enhancement to CTR and R-TRIP(M1 and M13) that leverages additional State and local funding to provide enhanced commute trip reduction infrastructure, marketing and implementation support and increased incentives for reducing commute trips and improving alternative transportation and mobility in urban centers.
- P1 Pavement Management Program
Addresses routine pavement needs, including an annual inventory, outreach, street overlays, and major maintenance for the 144 miles of pavement throughout the City. Rehabilitation of principal arterials is addressed through specific project allocations.
- P2 Bridge Repair Program
The purpose of the Bridge Program is to maintain the structural integrity and safety of all 18 of the City's bridges. Bridge inspections are performed every two years for most bridges, and yearly for bridges with scouring potential.

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PLANNING AND PROGRAMS

- S1 Neighborhood Traffic Calming Program
The Neighborhood Traffic Calming Program investigates, evaluates, and resolves smaller scale traffic safety problems (excessive neighborhood speed or volume) and concerns regarding school children and pedestrians.
- S2 Channelization Program
The purpose of the Channelization Program is to 1) install new pavement markings where they are missing and where they are most needed to provide an acceptable level of guidance for pedestrians, bicyclists, and motorists and 2) to repair crosswalks and stop bars. New markings provided by this program include lane lines, edge lines, crosswalks, stop bars, legends, and raised/reflective markers and other channelization needed to safely direct traffic on public roadways.
- S4 Engineering Contingency Program
The Engineering Contingency Program funds engineering and construction activities undertaken in response to emergency situations (e.g. a retaining wall failure) that occur during the year and that are not covered by other programs or operating budgets. This program is in place to provide immediate funding for those unexpected needs..
- S5 Street Light Program
The Street Light Program identifies, prioritizes, and installs lighting improvements in areas where users are most exposed, such as at crosswalks, intersections, and along walking routes.
- S29 Transportation Concurrency Program
The Transportation Concurrency Program provides analysis tools and performance measure data to assist implementation of the Transportation Master Plan (TMP). The purpose of these analysis tools and performance measures is twofold: 1) to ensure that project and program delivery is aligned with the TMP strategies, and 2) to track TMP implementation to ensure that it achieves the transportation vision while meeting state requirements to provide sufficient capacity to accommodate growth.
- S38 Targeted Safety Improvement Program (TSIP)
The primary purpose of the Targeted Safety Improvement Program is to identify existing and potential traffic safety problem areas and implement projects to prevent incidents, injuries, deaths, and their related losses. This is achieved through proactive collision prevention, reactive collision response, and multimodal safety consistent with the Transportation Master Plan.
- S51 ADA Program
The ADA Program makes improvements to the City's infrastructure such as the construction of curb ramps to accommodate people with disabilities under the Americans with Disabilities Act (ADA).
- T12 Transit Service Program
The Transit Service Program provides partnership resources to improve important local and regional transit connections to our employment and urban centers. The purpose of the Transit Service Program is to enhance and support transit service as a real travel choice, increase the person-carrying capacity of our transportation system, and support the development of better neighborhood connections to major employment areas and our urban centers.

REDMOND NEIGHBORHOODS

- B19 Puget Sound Energy Trail, Rose Hill Extension
Extend paved Puget Sound Energy Trail from its terminus west of Willows Road to NE 93rd Ct, which connects to 132nd Ave NE.
- B23 Redmond Way Sidewalk
Construct new sidewalk on north side of Redmond Way from 142nd Ave NE to 148th Ave NE.
- B38 Redmond Central Connector Phase 2
Extend the Redmond Central Connector to 100th Street. Rebuild or replace the old rail trestle over the Sammamish River to meet current standards.

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REDMOND NEIGHBORHOODS

- B42 Redmond Central Connector Phase 3
Complete the third phase of the Redmond Central Connector paved shared-use path up to 124th Street.
- B45 Red-Wood Road Sidewalk
Construct sidewalk (may need to be cantilevered) on the west side of Red-Wood Road from NE 109th Street to existing sidewalk at approximately 10800 Block.
- B46 134th Avenue NE Sidewalk
Construct sidewalk on 134th Avenue NE between NE 75th Street and NE 80th Street.
- B48 West Lake Sammamish Parkway Sidewalk
Complete sidewalk on west side of West Lake Sammamish Parkway between NE 40th St and south city limits.
- B49 NE 80th St Trail Connection
Construct new NE 80th St trail from 185th Ave NE to 188th Ave NE.
- C18 116th Street Widening
Based on the design report for this section of roadway, construct the portions of this roadway not completed by the subdivision developers.
- C43 Union Hill Road Widening Phase 3
Widen Union Hill Rd from 188th Ave NE to eastern city limits. Improvements include 2 through lanes in each direction, left-turn lane, bike lanes, curb, gutter, sidewalks, street lights, stormwater ponds, underground power and utility pole relocation, right-of-way and easement acquisition.
- C44 Redmond Way & 140th Ave NE Intersection Widening
Convert northbound lanes to one left turn lane and one left, through, right turn lane and add bike lane.
- C51 NE 73rd Street Extension
Construct new NE 73rd St for neighborhood access and circulation from 185th Ave NE to 188th Ave NE. Improvements include one through lane in each direction, left turn lanes, bike lanes, sidewalks, streets lights, traffic control, storm drainage, right-of-way and easements.
- P6 Avondale Road Bridge Rehabilitation at Bear Creek
The yearly inspection of this bridge in conjunction with the bridge inventory process determines the need for bridge repair. The bridge will eventually need pile reinforcement and bank stabilization.
- P12 NE 95th Street Bridge Replacement
The NE 95th Street Bridge over Bear Creek is a 20 foot span wooden bridge that needs to be replaced because of deteriorating wood and the short span is constricting a major salmon stream and does not meet State Requirements. The replacement will be a 40 foot span concrete structure.
- P15 Willows Road Rehabilitation
This project repairs fatigued pavement areas, includes a two inch thick HMA overlay, and the replacement of all channelization and signal loops on Willows Road from NE 90th Street to NE 124th Street. In addition, examine restriping existing roadway to improve efficiency.
- P19 Avondale Road Rehabilitation
Reconstruct/overlay the roadway. Replace channelization and signal looks. Examine pavement markings for improved efficiency and safety.
- P22 Union Hill Bridge Deck Preventative Maintenance
Bridge deck preventative maintenance study. Construct per study (anticipating overlay).
- S40 NE 124th Street and 162nd Place NE Signal
Construct a new traffic signal at 124th Avenue NE and 162nd Place NE. Includes the addition of turn lanes on NE 124th and modifications on 162nd Place for sight distance.
- S44 NE 76th St and 185th Ave NE Intersection Improvements
Install new traffic signal or roundabout at intersection of NE 76th St and 185th Ave NE.

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REDMOND NEIGHBORHOODS

S48 NE 116th St and 172nd Ave NE Roundabout

Construct roundabout to improve safety and access. Complete trail, sidewalk, bicycle lanes, signalized pedestrian crossing west of 169th Ct NE, and utility improvements from 167th Avenue to 174th Avenue.

S49 NE 87th St and 148th Ave NE Pedestrian Improvements

Install intersection improvements that facilitate safe crossing of 148th Avenue for pedestrians and bicycles.